US009159025B2

(12) **United States Patent**
Bleser, II et al.

(10) **Patent No.: US 9,159,025 B2**
(45) **Date of Patent: Oct. 13, 2015**

(54) **PRIORITIZING REPAIR OF BRIDGES AND BRIDGE SECTIONS**

(71) Applicant: **HNTB Holdings, LTD.**, Kansas City, MO (US)

(72) Inventors: **Walter F. Bleser, II**, Denver, CO (US); **Austin Hurst**, Kansas City, MO (US); **Timothy Faye Howerton**, Overland Park, KS (US); **Darin Welch**, Smithville, MO (US)

(73) Assignee: **HNTB Holdings, Ltd.**, Kansas City, MO (US)

(*) Notice: Subject to any disclaimer, the term of this patent is extended or adjusted under 35 U.S.C. 154(b) by 168 days.

(21) Appl. No.: **13/739,875**

(22) Filed: **Jan. 11, 2013**

(65) **Prior Publication Data**

US 2013/0124445 A1 May 16, 2013

Related U.S. Application Data

(63) Continuation-in-part of application No. 13/692,802, filed on Dec. 3, 2012, now Pat. No. 8,595,178, which is a continuation of application No. 12/570,957, filed on Sep. 30, 2009, now Pat. No. 8,326,791.

(60) Provisional application No. 61/160,962, filed on Mar. 17, 2009.

(51) **Int. Cl.**

G06N 5/00	(2006.01)
G06N 5/02	(2006.01)
G06Q 10/04	(2012.01)
G06Q 10/06	(2012.01)
G06Q 50/08	(2012.01)

(52) **U.S. Cl.**

CPC ***G06N 5/02*** (2013.01); ***G06Q 10/04*** (2013.01); ***G06Q 10/06*** (2013.01); ***G06Q 50/08*** (2013.01)

(58) **Field of Classification Search**

None

See application file for complete search history.

(56) **References Cited**

U.S. PATENT DOCUMENTS

6,240,783	B1 *	6/2001	McGugin et al.	73/594
2006/0240807	A1 *	10/2006	Masquelier	455/412.2
2008/0061959	A1 *	3/2008	Breed	340/539.1
2009/0024336	A1 *	1/2009	Tatom et al.	702/56

OTHER PUBLICATIONS

Notice of Allowance in U.S. Appl. No. 13/692,802, mailed Jul. 24, 2013, 37 pages.

Ashikari, et al., Automated Prediction of Condition State Rating in Bridge Inspection, Gerontechnology, 2012, pp. 1-6.

* cited by examiner

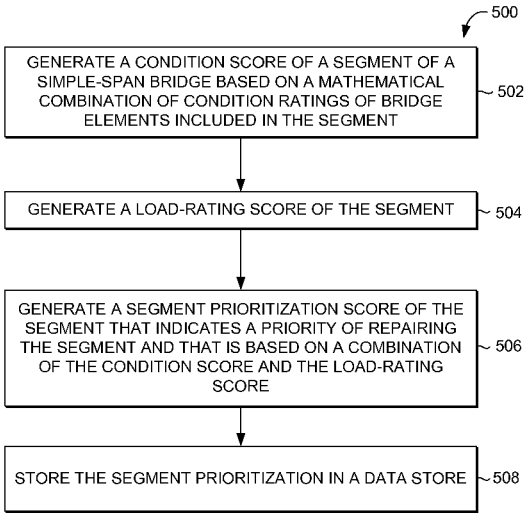
Primary Examiner — Alan Chen

(74) *Attorney, Agent, or Firm* — Shook, Hardy & Bacon, L.L.P.

(57) **ABSTRACT**

Embodiments of the invention are generally directed toward methods, systems, and computer-readable media for prioritizing bridge repairs. A bridge score is generated that represents various factors such as conditions, load issues, risk of failure, and importance. Repairs to bridges or bridge segments that pose a greater risk may be prioritized before repairs made to bridges posing a lower risk.

25 Claims, 12 Drawing Sheets



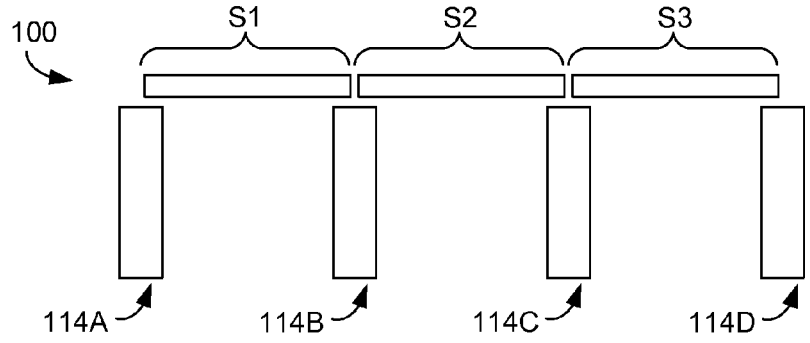

100
S1
S2
S3
114A
114B
114C
114D

FIG. 1A.

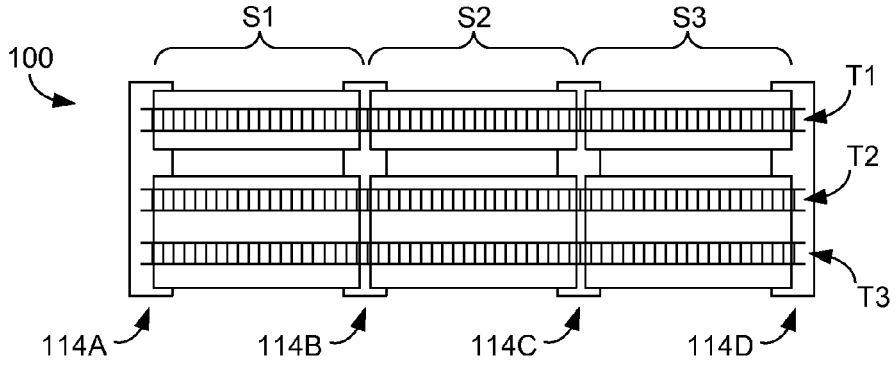

100
S1
S2
S3
T1
T2
T3
114A
114B
114C
114D

FIG. 1B.

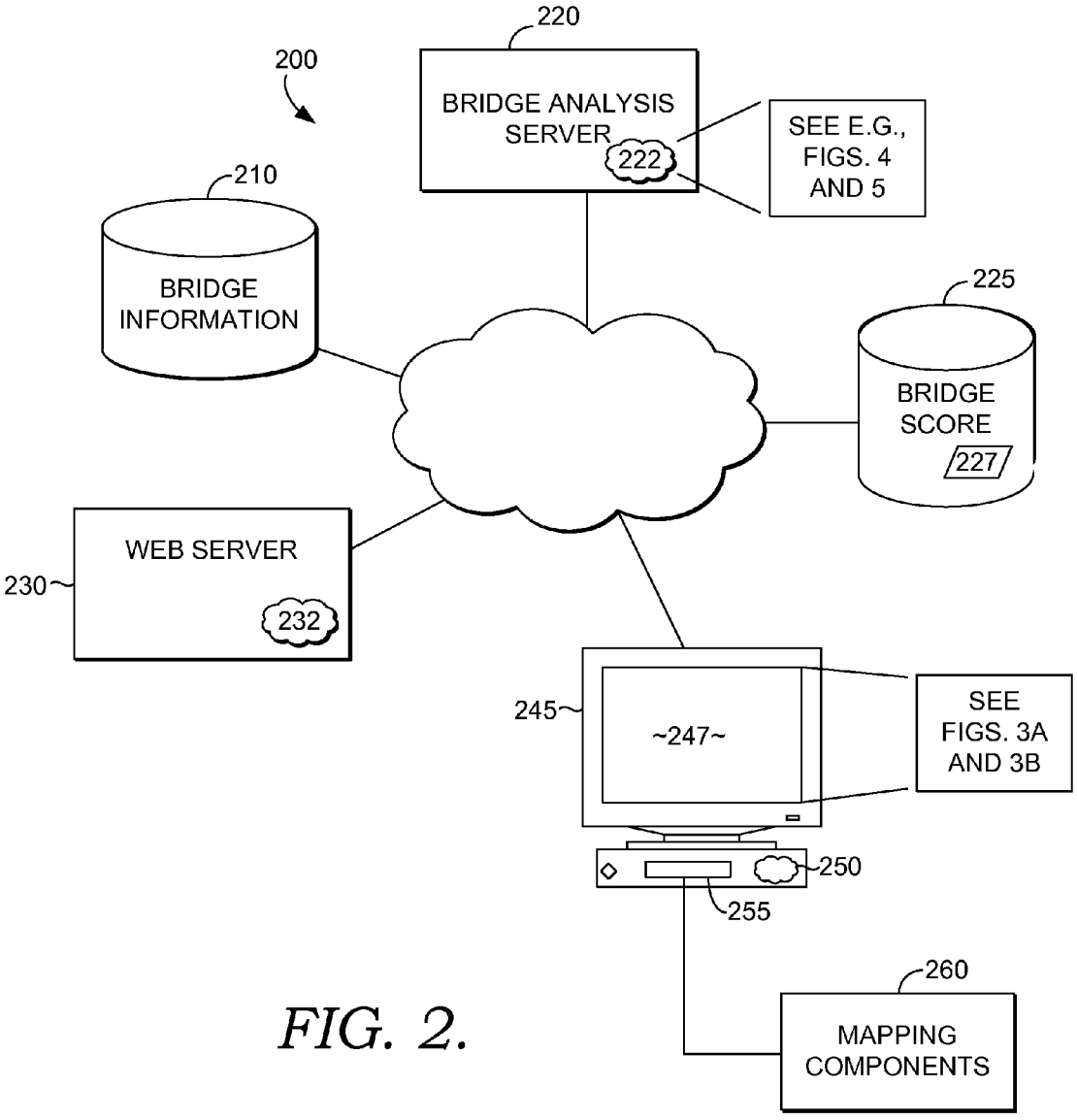

200
220
BRIDGE ANALYSIS SERVER
222
SEE E.G., FIGS. 4 AND 5
210
BRIDGE INFORMATION
225
BRIDGE SCORE
227
WEB SERVER
230
232
245
~247~
SEE FIGS. 3A AND 3B
250
255
260
MAPPING COMPONENTS

FIG. 2.

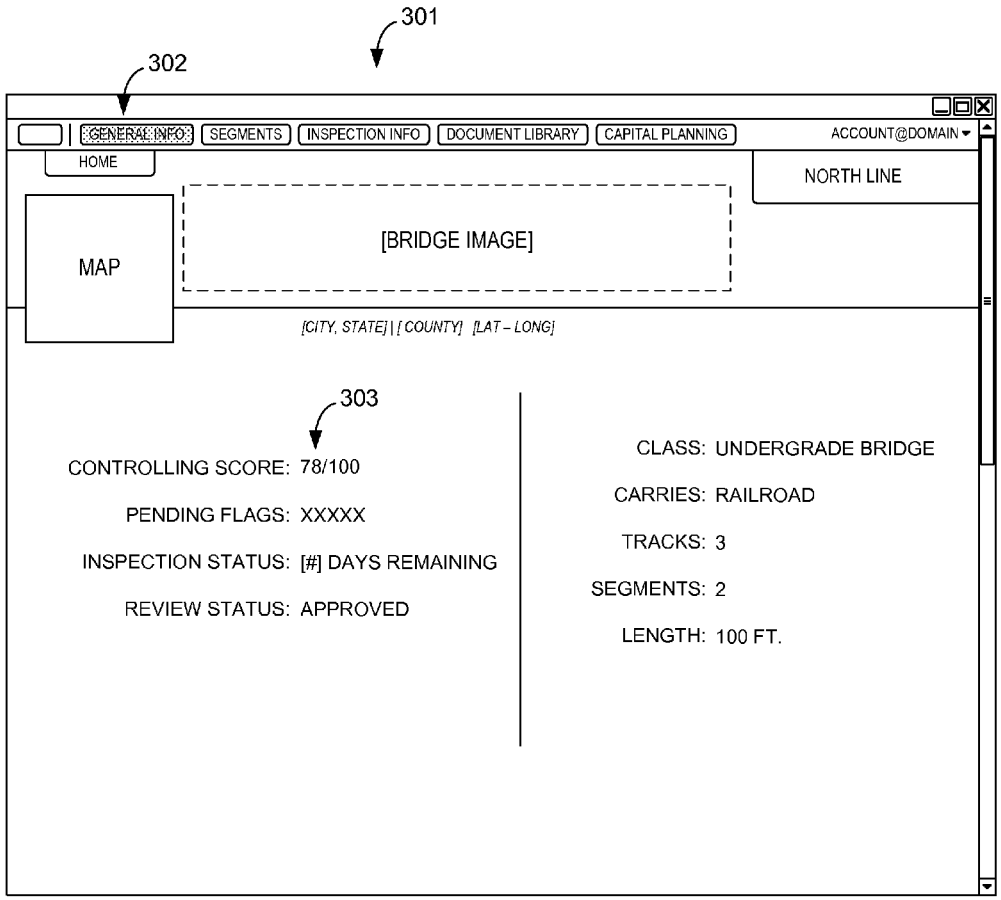

301
302
GENERAL INFO
SEGMENTS
INSPECTION INFO
DOCUMENT LIBRARY
CAPITAL PLANNING
ACCOUNT@DOMAIN
HOME
NORTH LINE
MAP
[BRIDGE IMAGE]
[CITY, STATE] | [COUNTY] [LAT – LONG]
303
CONTROLLING SCORE: 78/100
PENDING FLAGS: XXXXX
INSPECTION STATUS: [#] DAYS REMAINING
REVIEW STATUS: APPROVED
CLASS: UNDERGRADE BRIDGE
CARRIES: RAILROAD
TRACKS: 3
SEGMENTS: 2
LENGTH: 100 FT.

FIG. 3A.

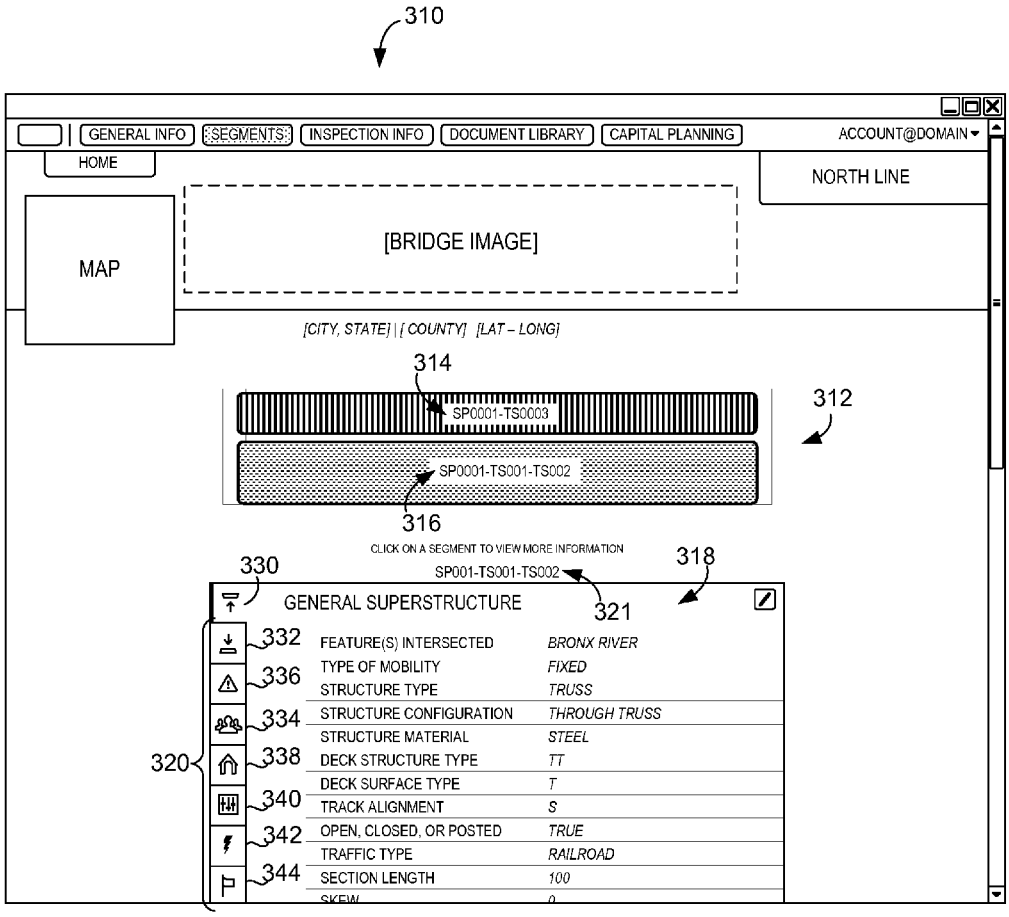

310
GENERAL INFO
SEGMENTS
INSPECTION INFO
DOCUMENT LIBRARY
CAPITAL PLANNING
ACCOUNT@DOMAIN
HOME
NORTH LINE
MAP
[BRIDGE IMAGE]
[CITY, STATE] | [COUNTY] [LAT – LONG]
314
312
SP0001-TS0003
SP0001-TS001-TS002
316
CLICK ON A SEGMENT TO VIEW MORE INFORMATION
330
SP001-TS001-TS002
318
321
GENERAL SUPERSTRUCTURE
332
FEATURE(S) INTERSECTED
BRONX RIVER
336
TYPE OF MOBILITY
FIXED
STRUCTURE TYPE
TRUSS
334
STRUCTURE CONFIGURATION
THROUGH TRUSS
STRUCTURE MATERIAL
STEEL
320
338
DECK STRUCTURE TYPE
TT
DECK SURFACE TYPE
T
340
TRACK ALIGNMENT
S
342
OPEN, CLOSED, OR POSTED
TRUE
TRAFFIC TYPE
RAILROAD
344
SECTION LENGTH
100
SKEW
0

FIG. 3B.

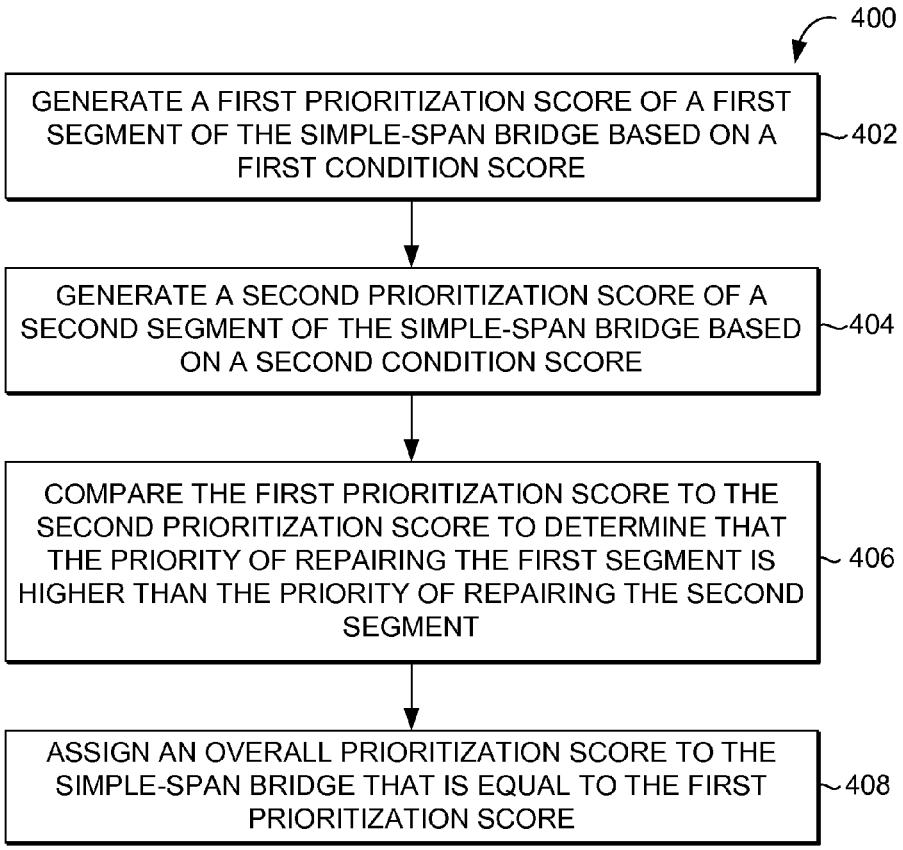

400
GENERATE A FIRST PRIORITIZATION SCORE OF A FIRST SEGMENT OF THE SIMPLE-SPAN BRIDGE BASED ON A FIRST CONDITION SCORE
402
GENERATE A SECOND PRIORITIZATION SCORE OF A SECOND SEGMENT OF THE SIMPLE-SPAN BRIDGE BASED ON A SECOND CONDITION SCORE
404
COMPARE THE FIRST PRIORITIZATION SCORE TO THE SECOND PRIORITIZATION SCORE TO DETERMINE THAT THE PRIORITY OF REPAIRING THE FIRST SEGMENT IS HIGHER THAN THE PRIORITY OF REPAIRING THE SECOND SEGMENT
406
ASSIGN AN OVERALL PRIORITIZATION SCORE TO THE SIMPLE-SPAN BRIDGE THAT IS EQUAL TO THE FIRST PRIORITIZATION SCORE
408

FIG. 4.

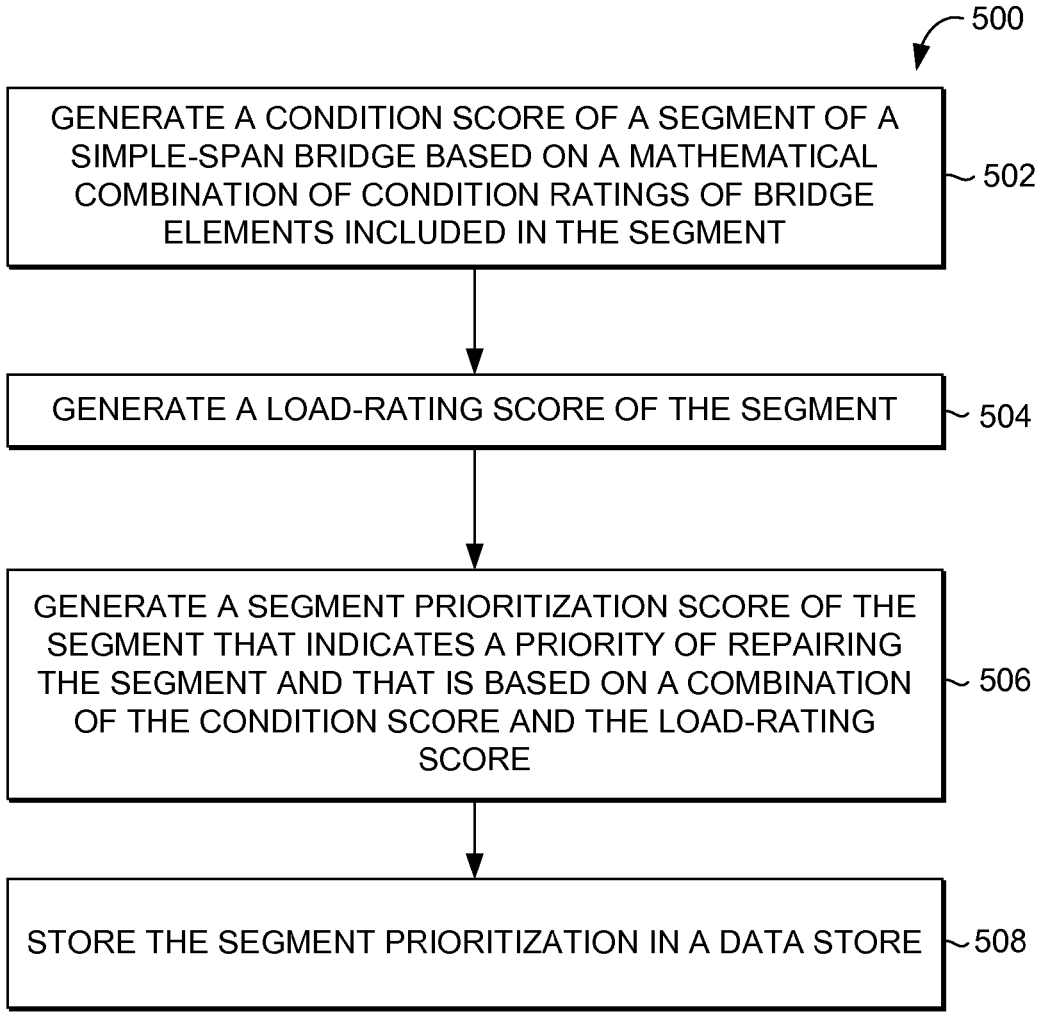

500
GENERATE A CONDITION SCORE OF A SEGMENT OF A SIMPLE-SPAN BRIDGE BASED ON A MATHEMATICAL COMBINATION OF CONDITION RATINGS OF BRIDGE ELEMENTS INCLUDED IN THE SEGMENT
502
GENERATE A LOAD-RATING SCORE OF THE SEGMENT
504
GENERATE A SEGMENT PRIORITIZATION SCORE OF THE SEGMENT THAT INDICATES A PRIORITY OF REPAIRING THE SEGMENT AND THAT IS BASED ON A COMBINATION OF THE CONDITION SCORE AND THE LOAD-RATING SCORE
506
STORE THE SEGMENT PRIORITIZATION IN A DATA STORE
508

FIG. 5.

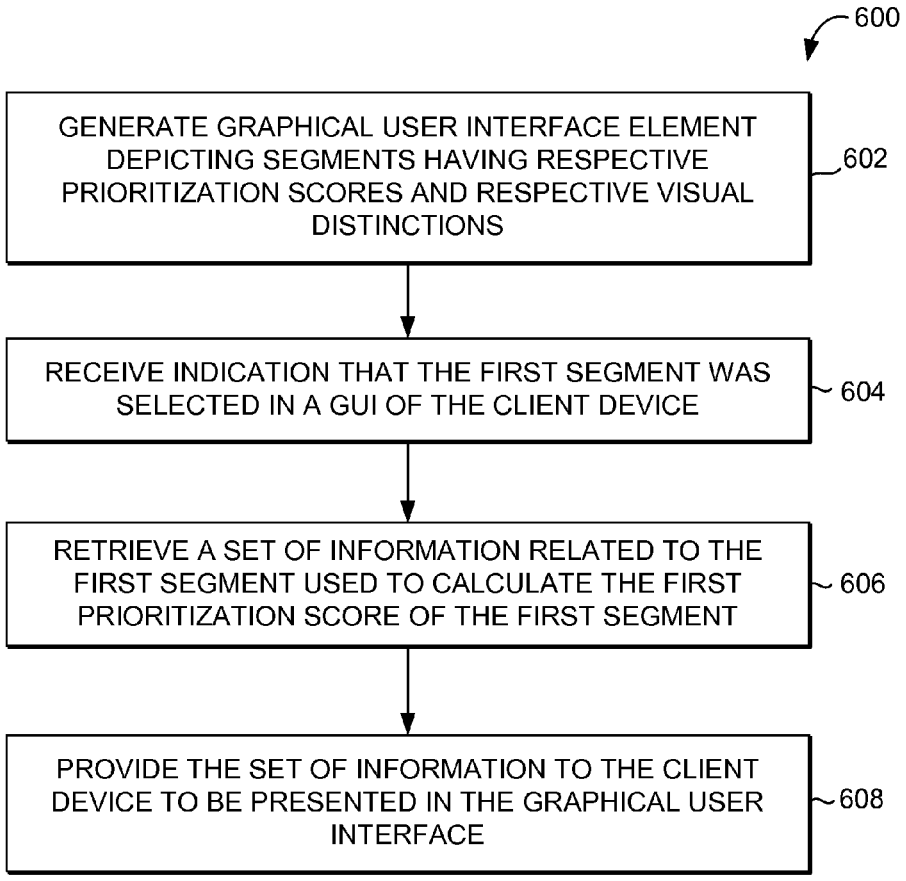
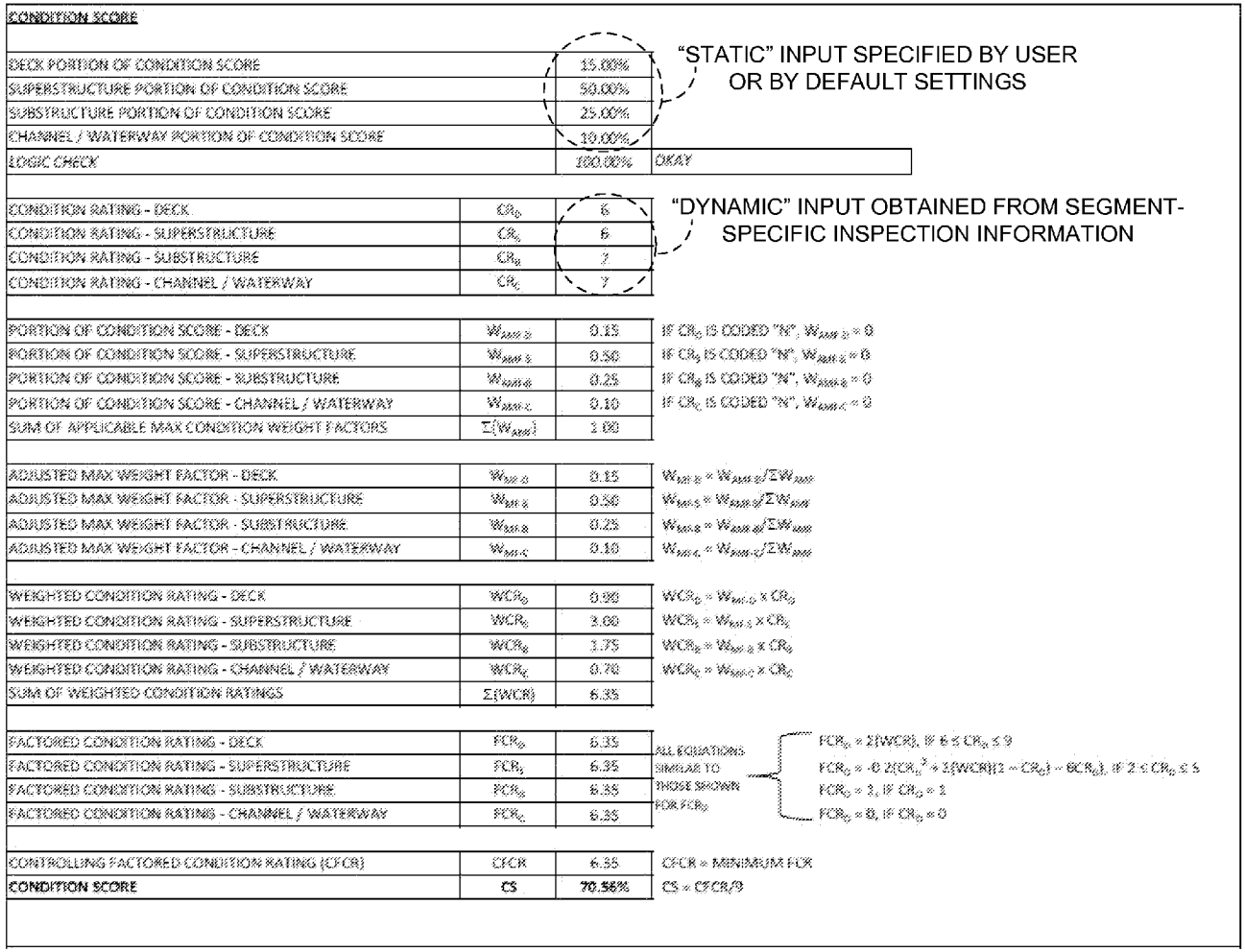

600
GENERATE GRAPHICAL USER INTERFACE ELEMENT DEPICTING SEGMENTS HAVING RESPECTIVE PRIORITIZATION SCORES AND RESPECTIVE VISUAL DISTINCTIONS
602
RECEIVE INDICATION THAT THE FIRST SEGMENT WAS SELECTED IN A GUI OF THE CLIENT DEVICE
604
RETRIEVE A SET OF INFORMATION RELATED TO THE FIRST SEGMENT USED TO CALCULATE THE FIRST PRIORITIZATION SCORE OF THE FIRST SEGMENT
606
PROVIDE THE SET OF INFORMATION TO THE CLIENT DEVICE TO BE PRESENTED IN THE GRAPHICAL USER INTERFACE
608

FIG. 6.

FIG. 7.



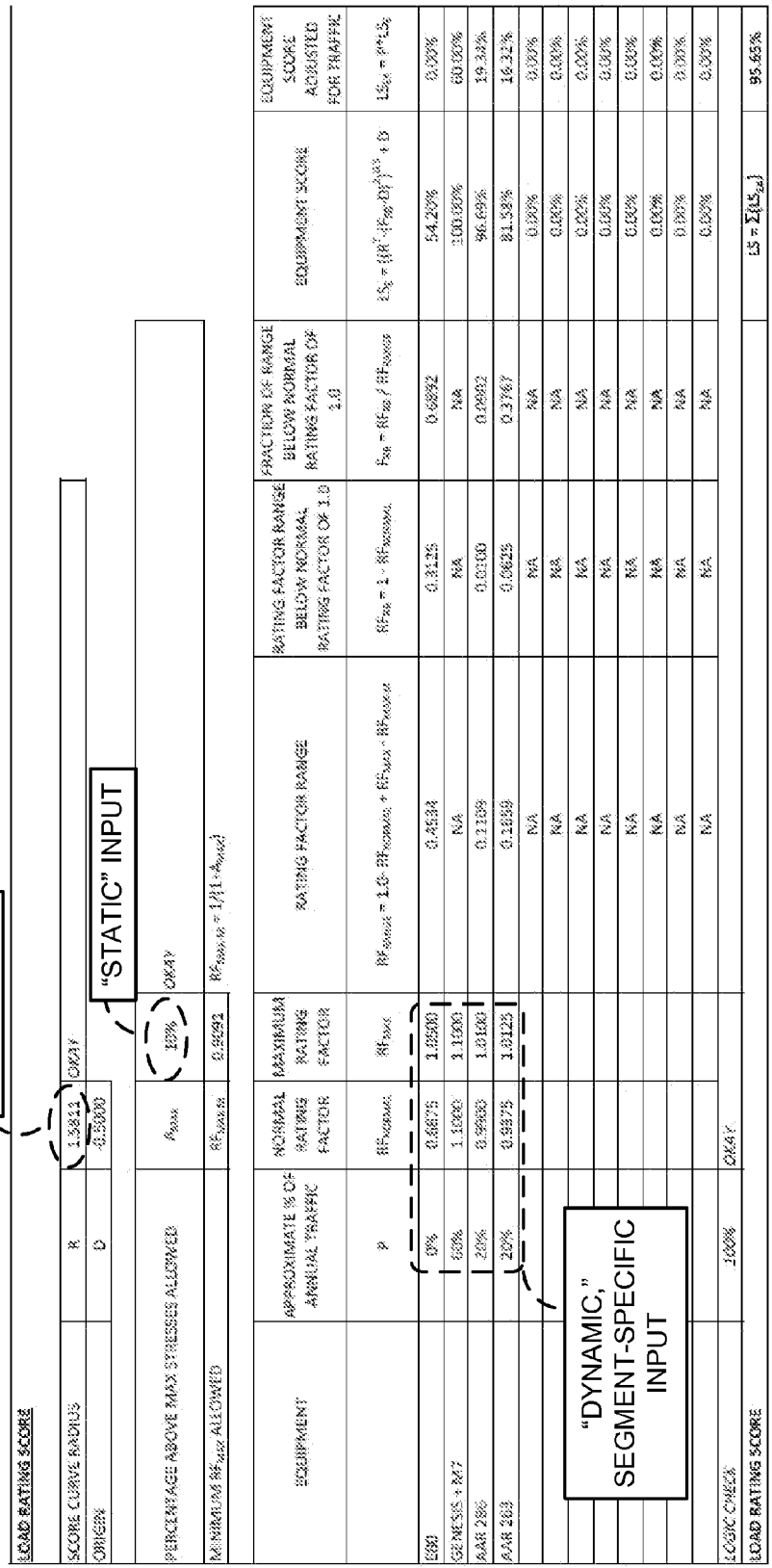
CONDITION SCORE

DECK PORTION OF CONDITION SCORE		15.00%	"STATIC" INPUT SPECIFIED BY USER OR BY DEFAULT SETTINGS
SUPERSTRUCTURE PORTION OF CONDITION SCORE		50.00%	
SUBSTRUCTURE PORTION OF CONDITION SCORE		25.00%	
CHANNEL / WATERWAY PORTION OF CONDITION SCORE		10.00%	
LOGIC CHECK		*100.00%*	*OKAY*
CONDITION RATING - DECK	CR_D	6	"DYNAMIC" INPUT OBTAINED FROM SEGMENT-SPECIFIC INSPECTION INFORMATION
CONDITION RATING - SUPERSTRUCTURE	CR_S	6	
CONDITION RATING - SUBSTRUCTURE	CR_B	7	
CONDITION RATING - CHANNEL / WATERWAY	CR_C	7	
PORTION OF CONDITION SCORE - DECK	$W_{MAX,D}$	0.15	IF CR_D IS CODED "N", $W_{MAX,D} = 0$
PORTION OF CONDITION SCORE - SUPERSTRUCTURE	$W_{MAX,S}$	0.50	IF CR_S IS CODED "N", $W_{MAX,S} = 0$
PORTION OF CONDITION SCORE - SUBSTRUCTURE	$W_{MAX,B}$	0.25	IF CR_B IS CODED "N", $W_{MAX,B} = 0$
PORTION OF CONDITION SCORE - CHANNEL / WATERWAY	$W_{MAX,C}$	0.10	IF CR_C IS CODED "N", $W_{MAX,C} = 0$
SUM OF APPLICABLE MAX CONDITION WEIGHT FACTORS	$\Sigma(W_{MAX})$	1.00	
ADJUSTED MAX WEIGHT FACTOR - DECK	$W_{ADJ,D}$	0.15	$W_{ADJ,D} = W_{MAX,D}/\Sigma W_{MAX}$
ADJUSTED MAX WEIGHT FACTOR - SUPERSTRUCTURE	$W_{ADJ,S}$	0.50	$W_{ADJ,S} = W_{MAX,S}/\Sigma W_{MAX}$
ADJUSTED MAX WEIGHT FACTOR - SUBSTRUCTURE	$W_{ADJ,B}$	0.25	$W_{ADJ,B} = W_{MAX,B}/\Sigma W_{MAX}$
ADJUSTED MAX WEIGHT FACTOR - CHANNEL / WATERWAY	$W_{ADJ,C}$	0.10	$W_{ADJ,C} = W_{MAX,C}/\Sigma W_{MAX}$
WEIGHTED CONDITION RATING - DECK	WCR_D	0.90	$WCR_D = W_{ADJ,D} \times CR_D$
WEIGHTED CONDITION RATING - SUPERSTRUCTURE	WCR_S	3.00	$WCR_S = W_{ADJ,S} \times CR_S$
WEIGHTED CONDITION RATING - SUBSTRUCTURE	WCR_B	1.75	$WCR_B = W_{ADJ,B} \times CR_B$
WEIGHTED CONDITION RATING - CHANNEL / WATERWAY	WCR_C	0.70	$WCR_C = W_{ADJ,C} \times CR_C$
SUM OF WEIGHTED CONDITION RATINGS	$\Sigma(WCR)$	6.35	
FACTORED CONDITION RATING - DECK	FCR_D	6.35	ALL EQUATIONS SIMILAR TO THOSE SHOWN FOR FCR_D: $FCR_D = \Sigma(WCR)$, IF $6 \le CR_D \le 9$; $FCR_D = -0.2(CR_D)^2 + 3(WCR)(2 - CR_D) - 8CR_D$, IF $2 \le CR_D \le 5$; $FCR_D = 3$, IF $CR_D = 1$; $FCR_D = 8$, IF $CR_D = 0$
FACTORED CONDITION RATING - SUPERSTRUCTURE	FCR_S	6.35	
FACTORED CONDITION RATING - SUBSTRUCTURE	FCR_B	6.35	
FACTORED CONDITION RATING - CHANNEL / WATERWAY	FCR_C	6.35	
CONTROLLING FACTORED CONDITION RATING (CFCR)	CFCR	6.35	CFCR = MINIMUM FCR
CONDITION SCORE	**CS**	**70.56%**	$CS = CFCR/9$

"STATIC" INPUT

"STATIC" INPUT

"DYNAMIC," SEGMENT-SPECIFIC INPUT



LOAD RATING SCORE								
SCORE CURVE RADIUS	R	1.5811	OKAY					
ORIGIN	D	-0.5000						
PERCENTAGE ABOVE MAX STRESSES ALLOWED		A_{MAX}	10%	OKAY				
MINIMUM RF_{MAX} ALLOWED		RF_{MAX-M}	0.9091	$RF_{MAX-M} = 1/(1+A_{MAX})$				
EQUIPMENT	APPROXIMATE % OF ANNUAL TRAFFIC	NORMAL RATING FACTOR	MAXIMUM RATING FACTOR	RATING FACTOR RANGE	RATING FACTOR RANGE BELOW NORMAL RATING FACTOR OF 1.0	FRACTION OF RANGE BELOW NORMAL RATING FACTOR OF 1.0	EQUIPMENT SCORE	EQUIPMENT SCORE ADJUSTED FOR TRAFFIC
	P	RF_{NORMAL}	RF_{MAX}	$RF_{RANGE} = 1.0 - RF_{NORMAL} + RF_{MAX} - RF_{MAX-M}$	$RF_{RR} = 1 - RF_{NORMAL}$	$F_{RR} = RF_{RR} / RF_{RANGE}$	$LS_E = ((R^2 - (F_{RR} - D)^2)^{0.5} + D$	$LS_{EA} = P*LS_E$
E80	0%	0.6875	1.0500	0.4534	0.3125	0.6892	54.20%	0.00%
GENESIS + M7	60%	1.1000	1.1000	NA	NA	NA	100.00%	60.00%
AAR 286	20%	0.9900	1.0100	0.1109	0.0100	0.0902	96.69%	19.34%
AAR 263	20%	0.9375	1.0125	0.1659	0.0625	0.3767	81.58%	16.32%
				NA	NA	NA	0.00%	0.00%
				NA	NA	NA	0.00%	0.00%
				NA	NA	NA	0.00%	0.00%
				NA	NA	NA	0.00%	0.00%
				NA	NA	NA	0.00%	0.00%
				NA	NA	NA	0.00%	0.00%
				NA	NA	NA	0.00%	0.00%
				NA	NA	NA	0.00%	0.00%
LOGIC CHECK	100%	OKAY						
LOAD RATING SCORE							$LS = \Sigma(LS_{EA})$	95.65%

FIG. 8.

RISK SCORE

FRACTURE / FATIGUE PORTION OF RISK SCORE	20%
VEHICULAR COLLISION PORTION OF RISK SCORE	40%
FLAGGING PORTION OF RISK SCORE	25%
SCOUR / EROSION PORTION OF RISK SCORE	15%

1

RISK CATEGORY	RISK QUESTION	YES/NO	SCORE	DEDUCTION VALUE
FRACTURE / FATIGUE	IS THE SEGMENT OR SUPPORTING SUBSTRUCTURE FRACTURE CRITICAL? (SEE BELOW)	NO	0.0	20.0
	• ARE FRACTURE CRITICAL MEMBERS INTERNALLY REDUNDANT?	NO	NA	2.5
	• DO FRACTURE CRITICAL MEMBERS HAVE FATIGUE PRONE DETAILS?	YES	NA	2.5
	• DOES BRIDGE CARRY FREIGHT?	YES	NA	2.5
	• IS FATIGUE RATING LESS THAN NORMAL RATING?	YES	NA	2.5
VEHICULAR COLLISION	DOES THE BRIDGE HAVE LOW VEHICULAR TRAFFIC CLEARANCE AND IS IT SUSCEPTIBLE TO BEING HIT?	NO	0.0	20.0
	• HAS BRIDGE EXPERIENCED A VEHICULAR COLLISION?	YES	NA	8.0
	• HAS BRIDGE EXPERIENCED MULTIPLE VEHICULAR COLLISIONS?	YES	NA	12.0
FLAGGING	DOES BRIDGE CURRENTLY HAVE A RED FLAG ITEM?	YES	17.0	17.0
	DOES BRIDGE CURRENTLY HAVE A YELLOW FLAG ITEM?	YES	8.0	8.0
SCOUR / EROSION	DOES BRIDGE CURRENTLY HAVE OR HAVE A HISTORY OF SCOUR OR EROSION PROBLEMS?	YES	15.0	15.0
SUM OF DEDUCTIONS	Σ (RD)		40.0	
RISK SCORE	RS = [100 - Σ (RD)]/100		60.00%	
LOGIC CHECK		OKAY		100.0

A SEGMENT IS FRACTURE CRITICAL IF BOTH OF THE FOLLOWING ARE TRUE:
• IT IS NOT STRUCTURALLY REDUNDANT
• THE PRIMARY LIVE LOAD CARRYING MEMBERS ARE STEEL AND SUBJECT TO TENSILE STRESSES

"DYNAMIC," SEGMENT-SPECIFIC INPUT

"STATIC" INPUT

FIG. 9.

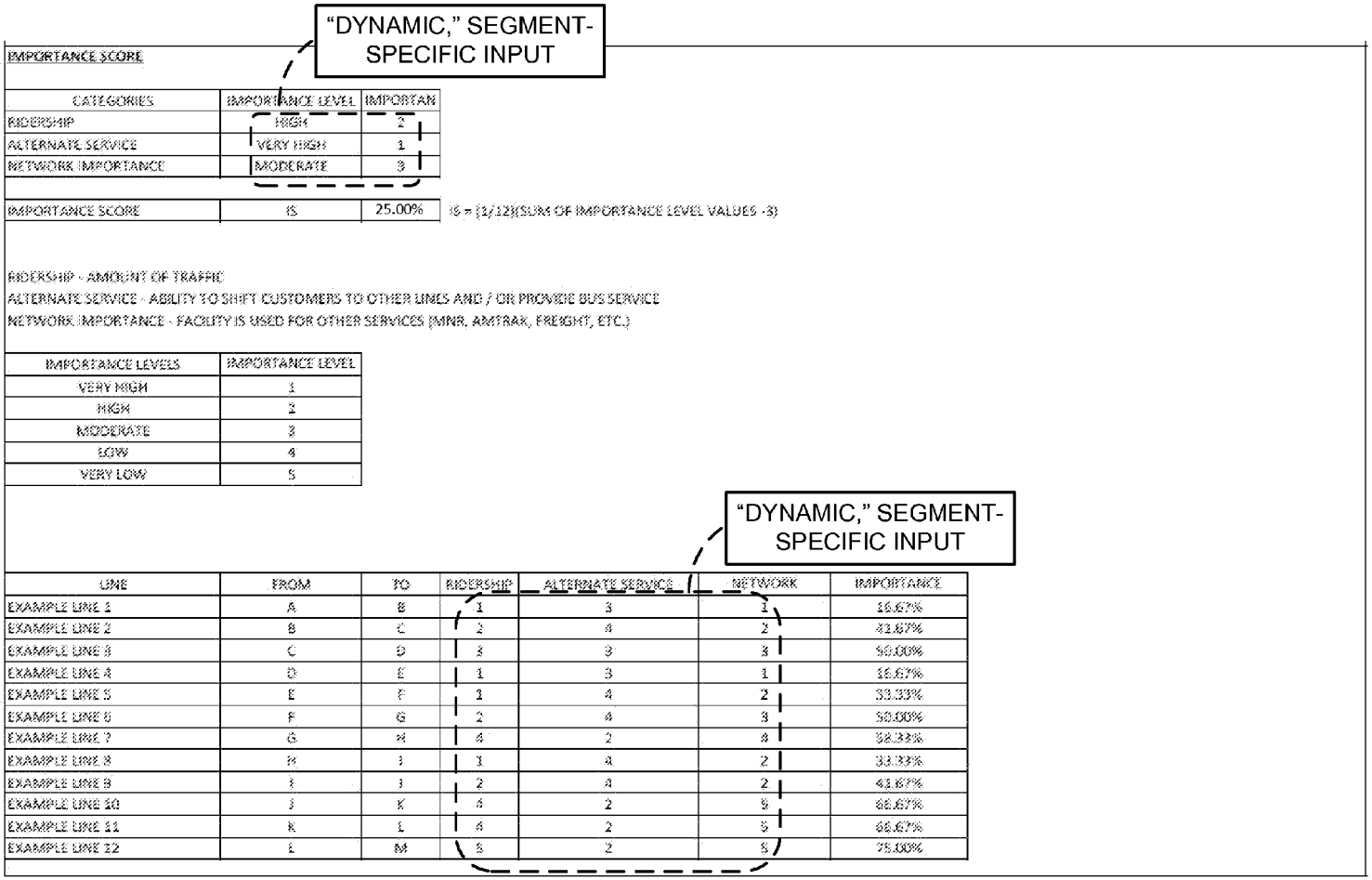

"DYNAMIC," SEGMENT-SPECIFIC INPUT
IMPORTANCE SCORE
CATEGORIES
IMPORTANCE LEVEL
IMPORTAN
RIDERSHIP
HIGH
2
ALTERNATE SERVICE
VERY HIGH
1
NETWORK IMPORTANCE
MODERATE
3
IMPORTANCE SCORE
IS
25.00%
IS = (1/12)(SUM OF IMPORTANCE LEVEL VALUES -3)
RIDERSHIP - AMOUNT OF TRAFFIC
ALTERNATE SERVICE - ABILITY TO SHIFT CUSTOMERS TO OTHER LINES AND / OR PROVIDE BUS SERVICE
NETWORK IMPORTANCE - FACILITY IS USED FOR OTHER SERVICES (MNR, AMTRAK, FREIGHT, ETC.)
IMPORTANCE LEVELS
IMPORTANCE LEVEL
VERY HIGH
1
HIGH
2
MODERATE
3
LOW
4
VERY LOW
5
"DYNAMIC," SEGMENT-SPECIFIC INPUT
LINE
FROM
TO
RIDERSHIP
ALTERNATE SERVICE
NETWORK
IMPORTANCE
EXAMPLE LINE 1
A
B
1
3
1
16.67%
EXAMPLE LINE 2
B
C
2
4
2
41.67%
EXAMPLE LINE 3
C
D
3
3
3
50.00%
EXAMPLE LINE 4
D
E
1
3
1
16.67%
EXAMPLE LINE 5
E
F
1
4
2
33.33%
EXAMPLE LINE 6
F
G
2
4
3
50.00%
EXAMPLE LINE 7
G
H
4
2
3
58.33%
EXAMPLE LINE 8
H
I
1
4
2
33.33%
EXAMPLE LINE 9
I
J
2
4
2
41.67%
EXAMPLE LINE 10
J
K
4
2
3
66.67%
EXAMPLE LINE 11
K
L
4
2
3
66.67%
EXAMPLE LINE 12
L
M
3
2
3
75.00%

FIG. 10.

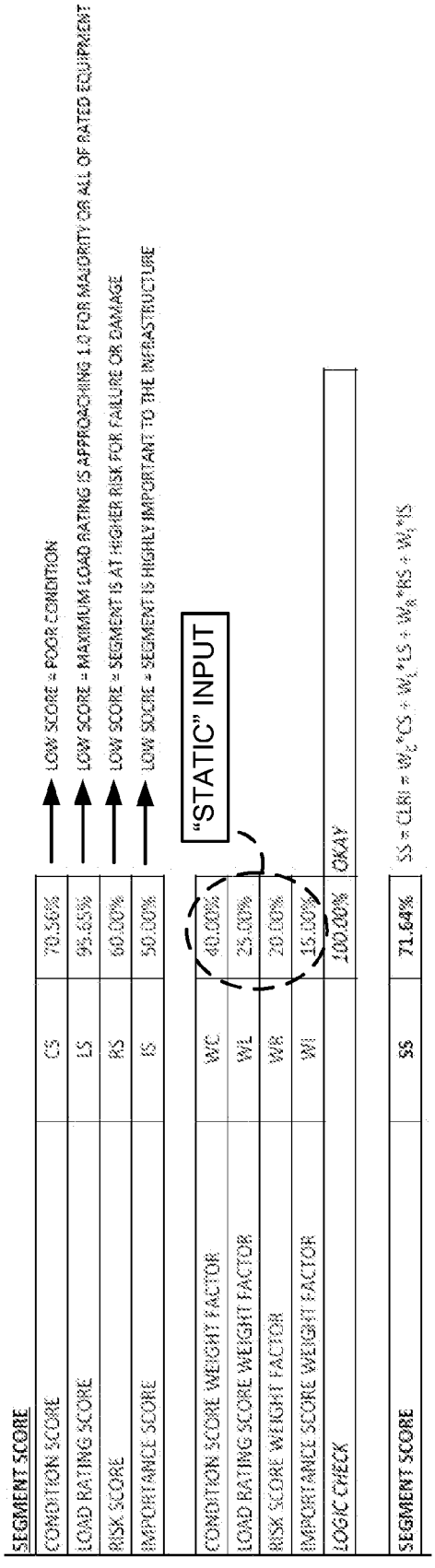

SEGMENT SCORE
CONDITION SCORE
CS
70.56%
LOW SCORE = POOR CONDITION
LOAD RATING SCORE
LS
95.65%
LOW SCORE = MAXIMUM LOAD RATING IS APPROACHING 1.0 FOR MAJORITY OR ALL OF RATED EQUIPMENT
RISK SCORE
RS
60.00%
LOW SCORE = SEGMENT IS AT HIGHER RISK FOR FAILURE OR DAMAGE
IMPORTANCE SCORE
IS
50.00%
LOW SCORE = SEGMENT IS HIGHLY IMPORTANT TO THE INFRASTRUCTURE
"STATIC" INPUT
CONDITION SCORE WEIGHT FACTOR
WC
40.00%
LOAD RATING SCORE WEIGHT FACTOR
WL
25.00%
RISK SCORE WEIGHT FACTOR
WR
20.00%
IMPORTANCE SCORE WEIGHT FACTOR
WI
15.00%
LOGIC CHECK
100.00%
OKAY
SEGMENT SCORE
SS
71.64%
SS = CLRI = W_C*CS + W_L*LS + W_R*RS + W_I*IS

FIG. 11.

PRIORITIZING REPAIR OF BRIDGES AND BRIDGE SECTIONS

CROSS-REFERENCE TO RELATED APPLICATION

This application is a continuation-in-part application of U.S. application Ser. No. 13/692,802 (filed on Dec. 3, 2012), which is a continuation application of U.S. application Ser. No. 12/570,957 (filed on Sep. 30, 2009), which claims the benefit of U.S. Provisional Application No. 61/160,962 (filed on Mar. 17, 2009). All of the aforementioned applications are incorporated by reference herein.

SUMMARY

Embodiments of the invention are defined by the claims below, not this summary. A high-level overview of various aspects of the invention are provided here to introduce a selection of concepts that are further described below in the detailed-description section. This summary is not intended to identify key features or essential features of the claimed subject matter, nor is it intended to be used as an aid in isolation to determine the scope of the claimed subject matter. In brief, and at a high level, the subject matter described in this specification includes prioritizing the repair of bridges and bridge segments or spans based on various factors, such as bridge-element conditions, load considerations, risk evaluations, and importance.

BRIEF DESCRIPTION OF THE DRAWINGS

Illustrative embodiments of the present invention are described in detail below with reference to the attached drawing figures, which are incorporated herein by reference in their entirety, wherein:

FIGS. **1**A and **1**B illustrate a simple-span bridge in accordance with an embodiment of the present invention;

FIG. **2** depicts an exemplary computing system architecture in accordance with an embodiment of the present invention;

FIGS. **3**A and **3**B illustrate screenshot presentations according to embodiments of the present invention;

FIGS. **4-6** illustrate flow diagrams depicting respective methods in accordance with embodiments of the present invention; and

FIGS. **7-11** depict tables of data representing exemplary score determinations in accordance with embodiments of the present invention.

DETAILED DESCRIPTION OF AN EMBODIMENT OF THE PRESENT INVENTION

The subject matter of embodiments of the present invention is described with specificity herein to meet statutory requirements. But the description itself is not intended to necessarily limit the scope of claims. Rather, the claimed subject matter might be embodied in other ways to include different steps or combinations of steps similar to the ones described in this document, in conjunction with other present or future technologies. Terms should not be interpreted as implying any particular order among or between various steps herein disclosed unless and except when the order of individual steps is explicitly stated.

Embodiments of the present invention may be embodied as, among other things: a method, system, or set of instructions embodied on one or more computer-readable media.

Computer-readable media include both volatile and nonvolatile media, removable and nonremovable media, and contemplate media readable by a database, a switch, and various other network devices. By way of example, and not limitation, computer-readable media comprise media implemented in any method or technology for storing information. Examples of stored information include computer-useable instructions, data structures, program modules, and other data representations. Media examples include, but are not limited to, information-delivery media, RAM, ROM, EEPROM, flash memory or other memory technology, CD-ROM, digital versatile discs (DVD), holographic media or other optical disc storage, magnetic cassettes, magnetic tape, magnetic disk storage, and other magnetic storage devices. These technologies can store data momentarily, temporarily, or permanently.

An embodiment of the present invention is directed to calculating a score of a bridge. A bridge might include various types of structures, such as a simple-span bridge or a continuous-span bridge. The score might suggest, infer, or quantify various concepts, such as risk of not repairing, repair prioritization, and the like. Scores of multiple bridges or bridge segments might be compared to prioritize repair of bridges or bridge segments. Various information and factors might be taken into consideration when generating a score of a bridge, such as bridge-element conditions, load considerations, risk or likelihood-of-failure considerations, and importance. Furthermore, these factors might be evaluated and combined in various ways to generate a score.

In some embodiments, factors might be evaluated and combined as described in U.S. application Ser. No. 13/692,802 and U.S. application Ser. No. 12/570,957, which are incorporated herein by reference in their entirety. For example, U.S. application Ser. No. 13/692,802 and U.S. application Ser. No. 12/570,957 describe various factors that might be used when determining a score or risk factor of a bridge. In U.S. application Ser. No. 13/692,802 and U.S. application Ser. No. 12/570,957, FIG. 4 describes a load factor; FIG. 5 describes a condition factor, FIG. 6 describes a consequence-of-failure factor that is related to bridge importance; and FIG. 8 describes combining the load factor, condition factor, and consequence-of-failure factor. FIGS. 4-6 and 8 are merely exemplary methods of how each of these factors might be determined and combined, and in one embodiment, these methods are used to assess a continuous-span bridge for a roadway. However, each of these factors might be assessed, calculated, and mathematically combined in various other manners to suggest or infer different conclusions. The strategy used to generate and combine factors might vary based on different considerations, such as the type of bridge being assessed, risk preferences of a bridge owner, and the like.

Another embodiment of the present invention is directed to determining a score of a simple-span bridge that prioritizes repair of the bridge or of a segment in the bridge. For instance, the score might be compared to one or more other bridges or segments to determine which bridge or segment is evaluated to include a higher repair priority. Illustrative depictions of a simple-span bridge **100** are provided in FIGS. **1**A and **1**B. FIG. **1**A presents a side view and FIG. **1**B presents a top plan view.

Simple-span bridge **100** includes a plurality of spans S**1**, S**2**, and S**3**. In addition, FIG. **1**B depicts that simple-span bridge **100** includes three tracks T**1**, T**2**, and T**3**. As such, simple-span bridge **100** includes a plurality of span-and-track segments, including S**1**-T**1**, S**1**-T**2**-T**3**, S**2**-T**1**, S**2**-T**2**-T**3**, S**3**-T**1**, and S**3**-T**2**-T**3**. A segment is defined in bridge **100**,

such that each segment can support a live load between substructure elements **114**A-D and independent of other segments included in bridge **100**.

When determining a score of a simple-span bridge, various factors, criteria, considerations, and the like might be evaluated. Exemplary variables that might be used to determine a score include bridge-element conditions, load considerations, risk evaluations, and rated importance. These variables might be quantified and combined in various manners to calculate a score of a bridge. For example, quantified variables might be weighted, added together, subtracted, multiplied, divided, and/or modified by other mathematical operations. In addition, variables might be assessed at various levels of a bridge. For instance, in one embodiment, a separate score is generated for each segment of a bridge (e.g., S**1**-T**1**, S**1**-T**2**-T**3**, S**2**-T**1**, S**2**-T**2**-T**3**, S**3**-T**1**, and S**3**-T**2**-T**3**). The set of segment scores might be used to determine an overall score of the bridge, which might be compared to scores of other bridges. IN addition each segment score might be compared to other segment scores. The set of segment scores might be analyzed using numerous strategies, such as by determining an average, median, and/or lowest controlling segment score. These variables and methods of determining bridge and segment scores are described in more detail in other portions of this description.

Turning now to FIG. **2**, a block diagram is illustrated that shows an exemplary computing system architecture **200** suitable for performing a bridge-score analysis, which is usable to analyze variables associated with a bridge and/or bridge segments to determine a bridge score. The exemplary computing system architecture **200** might include some elements having a similar functionality to those depicted in FIG. 1 of U.S. application Ser. No. 13/692,802 and U.S. application Ser. No. 12/570,957. It will be understood and appreciated by those of ordinary skill in the art that the computing system architecture **200** shown in FIG. **2** is merely an example of one suitable computing system and is not intended to suggest any limitation as to the scope of the use or functionality of embodiments of the invention. Neither should the computing system architecture **200** be interpreted as having any dependency or requirement related to any single component/module or combination of components/modules illustrated therein.

Computing system architecture **200** includes bridge-information data store **210**, bridge-analysis server **220**, scoring application **222**, bridge-score data store **225**, web server **230**, bridge-data-retrieval application **232**, client device **245**, display application **250**, map API **255**, and mapping component **260**. Computing system architecture **200**, and one or more of the components depicted therein, may reside on a single computing device or a distributed computing environment that includes multiple computing devices (e.g., servers, clients) coupled with one another via one or more networks. Such networks may include, without limitation, one or more local area networks (LANs) and/or one or more wide area networks (WANs). Such network environments are commonplace in offices, enterprise-wide computer networks, intranets, and the Internet. Accordingly, the network, or combination of networks, is not further described herein.

The bridge-information data store **210** includes a computer-readable media suitable for storing information, such as information describing the physical characteristics of a plurality of bridges. Among other things, bridge characteristics described in the bridge-information data store **210** include a unique bridge identifier useable to correlate bridge information among sources.

Bridge-information data store **210** might include other information, such as information describing the condition of various structural elements of a plurality of bridges. Examples of structural elements include super-structure elements, substructure elements, deck elements, and channel/waterway elements, among others. Condition information might be represented as a numerical value that correlates to a defined scale, which provides for the quantification of a condition-state of a bridge element. For example, a condition of a bridge element might be rated based on a scale of 0-9. Condition information might be received from various sources. In one embodiment, condition information is transmitted to web server **230** by a client device, such as in the context of a bridge inspection. Condition information might also be retrieved from stored inspections.

Other bridge characteristics that might be stored within the bridge-information data store **210** include load considerations. Examples of load considerations include load capacities, such as design loads, legal loads, and posted loads. Other load considerations include load demands, such as measured loads, extrapolated loads, and actual loads. In addition, load considerations might include traffic type, such as passenger, freight, or maintenance, and a percentage of annual traffic that includes each traffic type (e.g., 30% of traffic is passenger). In one embodiment load information maintained in bridge-information data store includes respective percentage of various load cases (e.g., E80, AAR 286, AAR315, and Genesis+ M7). Information related to load considerations might be obtained from various sources. For example, information might be solicited in the form of questions or requests for input presented to a user in the context of a score calculation.

In a further embodiment, bridge-information data store **210** maintains other information used to assess risk associated with a bridge. Information used to assess risk associated with a bridge includes the presence of red and/or yellow flags, as well as the presence and extent of structurally redundant elements and fracture critical elements. The presence and extent of scour and fatigue-susceptible elements might also be stored in bridge-information data store. Other risk-relevant information stored in bridge-information data store **210** might include the occurrence of one or more vehicle collisions associated with a bridge. In addition, the extent to which a bridge carries freight might also be used to assess risk associated with a bridge. Information related to risk considerations might be obtained from various sources. For example, information might be solicited in the form of questions or requests for input presented to a user in the context of a score calculation.

Data store **210** might store additional information used to assess an importance of a bridge. Examples of importance related information includes route importance, such as whether the route is relevant to national security or emergency services. In addition, traffic counts and type of traffic may be stored in data store **210**, as well as a number of tracks per segment and the ability to shift to alternative services or lines to provide services. Information related to importance considerations might be obtained from various sources. For example, information might be solicited in the form of questions or requests for input presented to a user in the context of a score calculation. Many other bridge characteristics may also be stored within the bridge-characteristic data store **210**.

Information stored in bridge-information data store **210** might be organized in different manners. For example, information might be categorized by information type, bridge, and bridge segment. Moreover, the information stored in bridge-index data store **210** is maintained in a manner that is sortable and searchable. Further, information in bridge-index data

store **210** might be collected and aggregated from various sources. In one embodiment, information is transmitted to web server **230** by way of client devices. For example, such transmission might occur in the context of a bridge inspection. In addition, information might be solicited in the form of questions or requests for input presented to a user in the context of a score calculation. Further, information that is stored in bridge-information data store **210** is retrievable by other components depicted in FIG. **2** to enable determination of bridge and segment scores.

The bridge-analysis server **220** is a computing device that contains software **222** capable of executing various computer applications. The bridge-analysis server **220** might be networked with other computing devices including the other computing devices shown in computing environment **200**. The bridge-analysis server **220** might communicate with the bridge-information data store **210**, the bridge-score data store **225**, and other components that may or may not be shown in FIG. **2**.

The scoring application **222** calculates a prioritization score for bridges and segments included in the bridge-information data store **210**. For example, the scoring application **222** might calculate a score of an entire bridge. In addition the score application **222** might calculate scores of one or more segments included in a bridge. The scoring application **222** might receive or retrieve information used to calculate a score from various sources. For example, the scoring application might obtain information stored in the bridge-information data store **210**. In addition, information might be obtained or solicited from a client device by leveraging server **230**. In addition to overall segment and bridge scores, the scoring application **222** may also calculate constituent factors that are used to calculate bridge and segment scores, such as a conditions score, a load-rating score, a risk score, and an importance score. The scoring application **222** might save both the overall bridge and segment scores and constituent factors in bridge-score data store **225**. The calculation of the scores is explained in more detail in other portions of this Description.

The bridge-score data store **225** includes a computer-readable media. The bridge-score data store **225** is a data store that stores the results of the prioritization score calculations performed for a plurality of bridges and bridge segments by the scoring application **222**. The scores of the plurality of bridges and segments may be stored in a suitable data structure **227**, such as a relational database. In addition to the overall scores of a bridge and of individual segments, intermediate factors (e.g., condition, load, risk, importance, etc.) used to calculate the overall scores may also be stored in the bridge-score data store **225**. The scores included in data store **225** are searchable and retrievable by other components included in architecture **200**, such as by web server **230**.

The web server **230** is a computing device capable of interfacing with other computing devices over a network. The web server **230** is capable of hosting web pages and communicating their constituent portions to requesting web browsers over a network, such as the Internet. The bridge-data-retrieval application **232** is executed by the web server **230**. The bridge-data-retrieval application **232** communicates with the display application **250** on client device **245** to display bridge information on a graphical user interface (GUI) **247**. Thus the bridge-data-retrieval application **232** interfaces with the score and constituent-factor data within the bridge-score data store **225** and converts it into a format suitable for display in GUI **247**.

In one embodiment, the graphical user interface **247** includes a map on which a bridge is located using spatial coordinates stored in association with the bridge, such as in the bridge-score index **225**. In another embodiment, the GUI includes a depiction of simple-span bridge that interactively displays bridge and segment scores, as well as other information useful to prioritize a bridge. An example of the presentation output of such a GUI **247** is shown in more detail with reference to FIGS. **3**A and **3**B, which are described in more detail in other parts of this Description. The mapping component **260** is a combination of hardware and software that provides map data. The mapping component **260** may be provided by a third party that makes the mapping data available. The map data is accessed through the map API **255**. ERSI, Google, Microsoft, and Yahoo provide mapping components that may be suitable for use in embodiments of the present invention.

Additional aspects of scoring application **222** will now be described in subsequent paragraphs. As indicated, when determining a score of a simple-span bridge, various factors might be taken into consideration, such as condition scores, load-rating scores, risk score, and importance scores. In an embodiment of the present invention, a score of a simple-span bridge is generated based on a score of one or more segments included in the bridge. For example, analysis of bridge **100** might be broken down into span-and-track combinations including S**1**-T**1**, S**1**-T**2**-T**3**, S**2**-T**1**, S**2**-T**2**-T**3**, S**3**-T**1**, and S**3**-T**2**-T**3**. As such, scores are generated for the segments and are used to determine an overall score for the bridge.

A score of a segment might be generated using various factors, and in one embodiment, a condition score of the segment, a load-rating score of the segment, a risk score of the segment, an importance score of the segment, or a combination thereof are used to determine a segment score. The condition score, load score, risk score, and importance score might be combined in various ways to generate a segment score. For example, these scores might added, multiplied, subtracted, divided, averaged, and modified by other mathematical operations. In addition, each of these scores might be weighted according to preference of a user (e.g., bridge owner) or to a suggested weighting scheme. That is, respective weights might be assigned to each of the factors based on which factors are deemed more relevant to prioritizing repairs. In another embodiment, a threshold is established and if a particular segment score fails to satisfy the threshold, then the particular score is equated with the bridge score.

In accordance with an embodiment of the present invention, the score of a span-and-track segment is determined by scoring application **222** using Equation 2, defined as:

$$\text{Segment Score} = W_1C + W_2L + W_3R + W_4I \tag{2}$$

In Equation 2, each of W_1, W_2, W_3, and W_4 represents a respective weight factor, and collectively the weight factors add to one (1). In addition, C represents a condition score of the segment; L represents a load-capacity score of the segment; R represents a risk score of a segment; and I represents an importance score of the segment. As such, W_1 is a weight factor applied to the condition score of the segment C; W_2 is a weight factor applied to the load-rating score of the segment L; W_3 is a weight factor applied to the risk score of the segment R; and W_4 is weight factor applied to the importance score of the segment I. Each weight factor is customizable to reflect preferences of a particular user. For example, a first user might prefer to place a greater amount of weight on the condition score as compared to a second user. In addition, default weight factors might be utilized when no other weight-factor values are specified or customized. Some or all of the scores C, L, R, and I, might be retrieved from bridge-information data store **210** or from bridge-score data store **225**.

In one embodiment the segment score of Equation 2 is a percentage with a maximum value of 100%. In addition, various inferences might be drawn from a segment score. For example, in one embodiment, a first segment including a lower segment score than a second segment indicates that repair of the first segment should be prioritized higher than repair of the second segment. In a further embodiment various types of input are provided in order to execute Equation 2. For example, one type of input is static input specified by a user (e.g., bridge owner). The term "static" does not necessarily mean that the input doesn't ever change. Rather, "static" indicates that the input often remains constant when calculating scores of different bridges or bridge segments and/or that the input remains constant when scores are calculated for a same bridge over time (e.g., from year to year). An example of static input includes some weight factors (e.g., W_1, W_2, W_3, and W_4). In addition to static input, dynamic input is also used to execute Equation 2. "Dynamic" input refers to input that changes from bridge to bridge and within the same bridge over time. Examples of dynamic input include bridge-inspection results. Calculation of each of the variables C, L, R, and I is described below.

In an embodiment of the present invention, scores of a plurality of segments included in a simple-span bridge are determined. For example, Equation 2 might be applied to each of segments **S1**-T**1**, **S1**-T**2**-T**3**, S**2**-T**1**, S**2**-T**2**-T**3**, S**3**-T**1**, and S**3**-T**2**-T**3** included in simple-span bridge **100** to determine a segment score of each segment. Moreover, each score of the plurality of segments might be used to determine the score of the simple-span bridge. For example, a score that indicates a highest repair priority among the generated segment scores might be selected and assigned as an overall bridge score. That is, in an embodiment of the present invention, a single segment score is selected from among a plurality of segment scores and is assigned as the score of the simple-span bridge. Segment scores might be evaluated in other manners to determine an overall score of a simple-span bridge, such as by average, median, or failure to meet a threshold.

Information used to define each of the variables included in Equation 2 might be maintained in various data stores, such as bridge information data store **210**. In addition, bridge-analysis server **220** might be leveraged by application **222** to perform various operations defined in Equation 2. For example, bridge-analysis server **220** might be used to retrieve quantified factors from data store **210** and to transmit to bridge score data store **225**, results generated by application **222**. In other embodiments, information might be obtained by web server **230** from a client device.

In Equation 2, the condition score C of a segment might be based on condition scores of multiple bridge elements included in the segment, such as a superstructure of the segment, a substructure of the segment, a deck-structure of the segment, and a channel or waterway structure of the segment. Moreover, the condition score of each bridge element includes a quantified rating of a condition of the element that is weighted to reflect an importance of the element relative to the other bridge elements. For example, a condition score of a superstructure of a segment would include a quantified rating of the condition of the superstructure modified by a weighting factor, which reflects an importance of the superstructure relative to the substructure, deck-structure, and channel/waterway structure. Likewise, each of the substructure, deck-structure, and channel/waterway structure would receive respective weighting factors. The condition scores of each of the segment structural elements are combined to generate the overall condition score C of the segment.

In another embodiment, the condition score C of a segment is determined using Equation 3, which includes:

$$\text{Condition Score } C = \text{CFCR}/9 \tag{3}$$

In Equation 3, the term CFCR represents a Controlling Factored Condition Rating. In one embodiment, the CFCR is the minimum value included among a Deck Factored Condition Rating (FCR_D), a Superstructure Factored Condition Rating (FCR_S), a Substructure Factored Condition Rating (FCR_B), and a Channel/waterway Factored Condition Rating (FCR_C). Moreover, as described directly below, the CFCR is a function of weighting factors applied to the condition rating of four condition rated elements; deck, superstructure, substructure and channel/waterway. A Factored Condition Rating, or FCR, is calculated for each applicable condition rated item, and the lowest being the controlling rating.

In one embodiment, the calculation of a FCR for each structural element depends on a comparison of a Condition Rating (CR) of a structural element to a range of values. For example, the calculation of FCR might depend on where a CR falls within a range of 0-9. In a further embodiment, the following logic is applied to each structural element determine a respective FCR:

if CR=0, then FCR=0;

if CR=1, then FCR=1;

if $2 \le CR \le 5$, then $FCR = -0.2(CR^2 + \Sigma(WCR) \times (1 - CR) - 6CR)$; and

if $6 \le CR \le 9$, then $FCR = \Sigma(WCR)$.

The term Σ (WCR) represents a Sum of Weighted Condition Ratings, and is used to calculate FCR when the CR falls in a specified range of values. In one embodiment, the Sum of Weighted Condition Ratings is determined using Equation 4:

$$\Sigma(WCR) = WCR_D + WCR_S + WCR_B + WCR \tag{4}$$

In Equation 4, WCR_D represents a Weighted Condition Rating for deck; WCR_S represents a Weighted Condition Rating for superstructure; WCR_B represents a Weighted Condition Rating for substructure; and WCR_C represents a Weighted Condition Rating for channel/waterway. Moreover, each Weighted Condition Rating W for a respective element is determined as follows:

$$W_{MF\text{-}D} = W_{AMF\text{-}D} / \Sigma(W_{AMF})$$
$$W_{MF\text{-}S} = W_{AMF\text{-}S} / \Sigma(W_{AMF})$$
$$W_{MF\text{-}B} = W_{AMF\text{-}B} / \Sigma(W_{AMF})$$
$$W_{MF\text{-}C} = W_{AMF\text{-}C} / \Sigma(W_{AMF})$$

In these equations, $W_{AMF\text{-}D}$ represents an Applicable Maximum Condition Weight Factor for deck, as defined by the user (e.g., bridge owner); $W_{AMF\text{-}S}$ represents an Applicable Maximum Condition Weight Factor for superstructure; $W_{AMF\text{-}B}$ represents an Applicable Maximum Condition Weight Factor for substructure; and $W_{AMF\text{-}C}$ represents an Applicable Maximum Condition Weight Factor for channel/waterway. In one embodiment, if the Condition Rating is not available, then the Applicable Maximum Condition Weight Factor is zero (e.g., if CR_C="N", $W_{AMF\text{-}C}=0$). Furthermore, the Sum of Applicable Maximum Condition Weight Factors $\Sigma(W_{AMF})$ is equal to the sum of $W_{AMF\text{-}D}$, $W_{AMF\text{-}S}$, $W_{AMF\text{-}B}$, and $W_{AMF\text{-}C}$. As with other static input (e.g., Applicable Maximum Condition Weight Factor) default values might be used if no user-specified values are provided.

The Deck Factored Condition Rating, FCR_D, is directed to condition ratings of deck elements of a segment. Applying the above logic to calculation of the FCR_D, calculation of the FCR_D depends on where the Deck Condition Rating (CR_D) falls within a range of 0-9. That is:

if $CR_D=0$, then $FCR_D=0$;

if $CR_D=1$, then $FCR_D=1$;

if $2 \leq CR_D \leq 5$, then $FCR_D = -0.2(CR_D^2 + \Sigma(WCR) \times (1 - CR_D) - 6CR_D)$; and

if $6 \leq CR_D \leq 9$, then $FCR_D = \Sigma(WCR)$.

The term Σ (WCR) represents a Sum of Weighted Condition Ratings, and is described above. In an embodiment, each of the Superstructure Factored Condition Rating (FCR_S), Substructure Factored Condition Rating (FCR_B), and a Channel/waterway Factored Condition Rating (FCR_C) are determined using a similar logic scheme as it applies to respective Condition Ratings (CR). Once each Factored Condition Rating is calculated, Equation 3 can be solved based on the minimum value. An exemplary calculation of a condition score R applying Equation 3, Equation 4, and the logic described with respect thereto, is illustrated by a spreadsheet depicted in FIG. **7**.

Returning to Equation 2, the load-rating score L of the segment might be determined based on different variables. For example, the load-rating score might be based at least in part on a ratio of load capacity to load demand. In addition, a type of traffic that traverses a segment (e.g., passenger, freight, and maintenance) is quantified and might be included in the load-rating score. That is, passenger traffic, freight traffic, and maintenance traffic might each be quantified to include a respective rating, which is included in the load-rating score of the segment. In one embodiment, a load-rating score of a segment is determined using Equation 5, which includes:

$$\text{Load-rating Score } (L) = \Sigma(LS_{EA}) \tag{5}$$

In Equation 5, LS_{EA} represents "individual equipment load rating scores that are adjusted for traffic" and is calculated using Equation 6, which includes:

$$LS_{EA} = P \times LS_E \tag{6}$$

In Equation 6, P represents an "approximate percentage of annual traffic for the equipment used to generate an equipment score" and LS_E represents an equipment score. In one embodiment the load-rating score L can be composed of multiple traffic adjusted equipment scores, and the total percentage of annual traffic for all considered equipment equals 100%.

In Equation 6, the equipment score represents the individual load rating score for a single equipment configuration. In one embodiment, normal and maximum load rating factors are computed for individual load cases, such as E80, Genesis+M7, AAR 286, and AAR 315. The load cases may at least represent the actual equipment that typically operates on the bridge. In a further embodiment, an equipment score L_{SE} is determined using Equation 7, which includes:

$$LS_E = \sqrt{R_2 - \left(\frac{1 - RF_N}{1 - RF_N + RF_M - \left(\frac{1}{1 + A_{MAX}} \right)} - \frac{1 - \sqrt{2 \times R^2 - 1}}{2} \right)^2} + \frac{1 - \sqrt{2 \times R^2 - 1}}{2} \qquad \text{(Equation 7)}$$

In Equation 7, RF_N represents a Normal Rating Factor and RF_M represents a Maximum Rating Factor. In addition, R represents a Score Curve Radius, and A_{MAX} represents a Maximum percentage above maximum rating stresses allowed. As such, the load rating score has two user provided variables that are determined prior to calculation: the score curve radius (R) and the percentage above maximum rating stresses that is allowed (A_{MAX}). The radius factor controls the rate at which the load rating score decreases as the maximum rating factor approaches 1.0 or the minimum maximum rating factor allowed. As the radius increases, the rate of score decrease approaches a line. A small radius causes a more sudden drop in the load rating score as the maximum rating factor approaches 1.0 or the minimum maximum rating factor allowed. In one embodiment, a default score curve radius might be about 1.58113883008419.

In Equation 7, threshold requirements might be set for the radius. For example, in one embodiment, the radius might be required to be greater than or equal to 1.0. The origin of the load rating score curve is calculate as a function of the radius. The factor that represents the percentage above maximum rating stresses that is allowed controls the point at which the score curve intersects with the axis that represents a load rating score of zero. The user is allowed to adjust this value. An exemplary determination of a load-rating score L is provided by a spreadsheet depicted in FIG. **8**.

Returning to Equation 2, the risk score R of the segment is determined based on various factors. For example, flagging of the segment is quantified and may be weighted depending on the type of flag. As such, flagging may be factored into the risk score based on a number of flags and a type of flags. In addition, the amount of scour associated with a segment might be quantified based on presence and severity, such that scour may also be factored into the risk score. Moreover, the presence of structurally redundant elements and fracture critical elements might be rated and included in the risk score. Vehicle collisions associated with a segment may also be factored into the risk score based on a number and severity of collisions. Vehicle collisions might also be incorporated into the risk score as a flag.

In one embodiment, the risk score R is determined using Equation 8, which includes:

$$\text{Risk Score } (R) = (100 - \Sigma(RD))/100 \tag{8}$$

In Equation 8, "RD" represents a value of deduction applied to each risk-score variable, such as fracture and fatigue, vehicular collision, flagging, and scour and erosion. For example, a user might supply input in response to a series of "YES" or "NO" questions regarding these variables. Each question is given a value that, depending on the answer to the risk question, will be deducted from 100. Deduction values are considered a type of static user-provided information. In addition, default deduction values might be utilized. In one embodiment, deduction values are based on a relative importance of each variable. For example, if vehicular collisions were deemed more important to the overall risk score than scour and erosion, the deduction value(s) associated with the vehicular collisions questions might be higher than the deduction values associated with the scour and erosion questions.

Evaluation of fracture and fatigue issues might be broken down into a series of YES/NO questions. For example, a user might indicate whether a segment or supporting substructure is facture critical. If "yes" then a specified deduction is subtracted from a starting value (e.g., 100) and if "no" then no deduction is applied. Moreover, in one embodiment, if the segment or supporting substructure is not facture critical then other questions related to fracture and fatigue issues are not applied. However, if the segment or supporting substructure is fracture critical, then other user indications are obtained as to whether the fracture critical members internally redundant

(YES yields no deduction and NO yields a deduction); whether fracture critical members have fatigue prone details (NO yields no deduction and YES yields a deduction); whether the bridge carries freight (NO yields no deduction and YES yields a deduction); and whether the fatigue rating is less than a normal rating (NO yields no deduction and YES yields a deduction).

In a further embodiment, evaluation of vehicular collision issues is broken down into a series of YES/NO questions. For example, a user might indicate whether a bridge includes any low vehicular traffic clearance susceptible to being hit. If "yes" then a specified deduction is subtracted and if "no" then no deduction is applied. Moreover, in one embodiment, if there is no low vehicular traffic clearance susceptible to being hit then other questions related to vehicular collision issues are not applied. However, if low vehicular traffic clearance susceptible to being hit to exist, then other user indications are obtained as to whether the bridge has experienced a vehicular collision (NO yields no deduction and YES yields a deduction); and whether the bridge has experience multiple vehicular collisions (NO yields no deduction and YES yields a deduction).

In another embodiment, evaluation of flagging issues is broken down into a series of YES/NO questions. For example, a user might indicate whether a bridge has any red flags or any yellow flags. If "yes" then one specified deduction might subtracted for any red flags and a different deduction might be subtracted for any yellow flags. No deduction is applied if there are no red or yellow flags.

Evaluation of scour and erosion is also broken down into a YES/NO input. If a bridge does have (or has a history of) scour or erosion problems, then a deduction is subtracted.

As indicated in Equation 8, once all of the deductions have been identified, a sum of the deduction is used to calculate the Risk Score (R). An exemplary determination of a risk score R is provided by a spreadsheet depicted in FIG. **9**.

Referring again to Equation 2, the importance score I of the segment is quantified based on various factors. Possible factors used to determine the importance score include traffic counts, type of traffic, re-route distance and time, and a number of tracks on a segment. In one embodiment, The importance score is a percentage with a maximum value of 100%, and higher scores indicate lower importance to the transportation system. In a further embodiment, the importance score is calculated using Equation 9, which includes:

$$\text{Importance Score } (I) = (1/12) \times (\Sigma(\text{IMPORTANCE LEVEL VALUES}) - 3) \quad (9)$$

In Equation 9, a sum of various importance values is determined. The importance values quantify subjective assessment of ridership (i.e., relative amount of traffic that uses the bridge); alternative service (i.e., ability to shift customers to other lines and/or provide alternative transportation service); and network importance (i.e., whether the line bridge is used for other services, such as commuter, freight, equipment, and the like). For example, for each category of ridership, alternative service, and network importance, a user might provide a value between 1 and 5. Using such a scale, 1 represents "Very High," 2 represents "High," 3 represents "Moderate," 4 represents "Low," and 5 represents "Very Low." An exemplary determination of an importance scores I is provided by a spreadsheet depicted in FIG. **10**.

Once each of the variables C, L, R, and I have been determined, Equation 2 may be executed to calculate a segment score. An exemplary determination of a segment score is provided by the spreadsheet depicted in FIG. **11**. The values for each of the variables C, L, R, and I depicted in FIG. **11** are also depicted in FIGS. **7-10**, and the importance score is based on "Example Line **3**" in FIG. **10**. As indicated in other portions of this description, a respective segment score might be calculated for each segment of a bridge, and the plurality of segment scores might be used in various ways to determine an overall score of a bridge.

Referring now to FIG. **3**A, the graphical user interface (GUI) **247** will be described in more detail. FIG. **3**A illustrates an exemplary a screenshot **301** resulting from operations of the GUI **247**. Screenshot **301** might be produced by various types of applications, such as a web browser that receives information from web server **230**. In screenshot **301**, a general-information tab **302** is shaded to illustrate that information depicted by the GUI in screenshot **301** is generally related to a subject bridge. For example, information presented in screenshot **301** includes a controlling score **303** of an overall bridge structure, as well as several other categories of general information (e.g., class, length, flats, inspection information, and the like). Information presented in screenshot **301** might be obtained from various sources, such as data stores **210** and **225**.

Controlling score **303** might represent one or more of various metrics generated by scoring application **222**. For example, controlling score **303** might be a lowest segment score of segments of the subject bridge. Controlling score **303** might also be an average or median segment score. In one embodiment, the algorithm used to determine controlling score **303** is customizable to dynamically change the controlling score. For example, the algorithm might be changed from using a lowest controlling segment score to applying an average segment score calculation. In another example, controlling score **303** might be calculated using a first algorithm including a first set of weights factors (e.g., condition is weighted higher than risk). In that case, a user can request recalculation of controlling score **303** using a second algorithm that applies a second set of weights (e.g., risk is weighted higher than condition). Other algorithms might be specified that are based on a specific factor. For example, a user might request that an algorithm be applied that only evaluates segments based condition scores.

Screenshot **301** depicts general information related to a subject bridge, and other bridge information (e.g., segment-level information) is requestable using the various tabs provided. For example, selecting a tab provided in screenshot **301** might prompt a request to receive information. The request might be sent to retrieval application **232** to a native application running on a client device. Exemplary tabs depicted in FIG. **3**A include a "segments" tab, "inspection information" tab, "document library" tab, and "capital planning" tab. In this respect, screenshot **301** depicts a point (e.g., web page) from which additional bridge-related information might be requested.

Referring now to FIG. **3**B, the graphical user interface (GUI) **247** will be further described. FIG. **3**B illustrates an exemplary a screenshot **310** resulting from operations of the GUI **247**. For example, a segments tab **308** is shaded to illustrate that the segments tab has been selected to request segment-relevant information. Screenshot **310** includes a bridge illustration **312** that graphically depicts a top plan view of a subject bridge, which includes two different segments **314** and **316**. In addition, screenshot **310** includes a textual-information section **318**, which provides various information describing the subject bridge and bridge segments. For example, heading **321** indicates that information provided in section **318** is associated with segment **316** (SP**001**-TS**002**-TS**002**).

In order to render the variety of information provided in screenshot **310**, GUI **247** might receive information from web server **230** and bridge-data-retrieval application **232** or from a native application (not shown) running on client **245**. For example, as indicated in other portions of this description bridge-data-retrieval application **232** retrieves score and constituent-factor data within the bridge-score data store **225** and converts it into a format suitable for display by GUI **247**. In one embodiment, display application **250** facilitates exchange of information between GUI **247** and application **232**. For example, display application **250** may facilitate an exchange of a request for bridge and bridge segment data, as well as the provision of the requested data.

In one embodiment, information presented in information section **318** is updated or modified based on an input. For example, various icons **320** are provided that are selectable to view different types of information relevant to the subject bridge or bridge segment. Icons **320** might be represent various categories of information relevant to a particular segment. Examples of categories of information include superstructure **330**, substructure **332**, ownership **334**, maintenance **336**, condition information **338**, load information **340**, collision information **342**, and structure flags **344**. These are merely exemplary categories and various other categories might be created based on information that is tracked and maintained with respect to a bridge and bridge segment, such as information include in data stores **210** and **225**. For example, inspection records might also be provided, as well as importance information.

In another embodiment, inputting a particular segment depicted by the bridge illustration **312** might also cause different information to be presented in the textual-information section **318**. That is, by selecting segment **314**, information relevant to segment **314** may be populated into the information section **318**. Inputting one of the icons **320** or a segment might include various inputs, such as a cursor click, touch input, hover input, and the like. In a further embodiment, other textual information is presented by way of an overlay presentation box (not depicted) that appears in front of the information illustrated in FIG. **3**B. For example, hovering over a particular segment may invoke display of an overlay presentation box, which includes information pertaining to the particular segment.

In one embodiment, information related to a bridge and segments of the bridge is stored locally on a client computing device. As such, providing input to GUI might invoke retrieval of the locally stored information. In another embodiment, information related to a bridge and segments of the bridge is maintained on a networked component (e.g., bridge-score data store), such that providing an input to GUI prompts a request to bridge-data-retrieval application **232**.

Each of the segments **314** and **316** includes a respective pattern or color usable to illustratively depict relative prioritization scores. For example, segment **314** might be color-coded green and segment **316** might be color-coded red, such that the red color coding of segment **316** indicates that segment **316** includes a higher repair priority than segment **314**. Color-coding or designs may be used to convey other information as well. For example, if an overall bridge score is determined based on a controlling segment score, then color coding or designs might be used to visually communicate which segment is associated with the controlling score.

Information depicted by GUI **247** might be dynamically updated in response to input. For example, segments **314** and **316** include respective patterns or color coding, which reflects relative prioritization scores generated by scoring application **222**. The relative prioritization scores represented by each color-coding or design scheme might depict various scores based on user input. For example, in one embodiment, segments **314** and **316** might be color-coded based on overall segment scores. In another embodiment, a particular constituent score (e.g., condition, load, risk, and importance) might be specified by a user, such that the color-coding or design scheme is dynamically updated to reflect the specified constituent. For example, it might be desirable to obtain a visual comparison of segments based solely on condition scores, as opposed to a combination of scores. In such an example, the GUI will request updated information that is usable to modify the illustrated bridge to color-code segments based on the conditions scores when the condition-score constituent is specified. As described above, scoring application **222** applies weights to element-condition ratings, segment condition scores, segment load-factor scores, segment risk scores, and segment importance scores. In another embodiment of the present invention, these weights may be changed in GUI **247** to dynamically update scores.

Referring now to FIG. **4**, a flow diagram **400** is depicted that illustrates steps taken in accordance with an embodiment of the present invention. For example, steps in FIG. **4** might be executed as part of a computer-implemented method. In addition, computer-readable media might store computer-executable instructions that, when executed, cause a computing device to perform the steps included in flow diagram **400**. The steps depicted in flow diagram **400** include a method of prioritizing repair of a simple-span bridge. When describing flow diagram **400**, reference is also made to FIGS. **1**A-**1**B.

Step **402** includes generating a first prioritization score of a first segment of the simple-span bridge that indicates a priority of repairing the first segment. The first prioritization score is based on a first condition score of the first segment that is calculated using a first set of condition ratings assigned to structural elements included in the first segment. For example, Equation 2 might be applied to information associated with segment S**1**-T**1** to generate a segment score, which is characterized as a prioritization score of segment S**1**-T**1**. As indicated above, Equation 2 is based on a condition score C of the segment that is calculated using a set of condition ratings assigned to structural elements included in the segment.

Step **404** includes generating a second prioritization score of a second segment of the simple-span bridge that indicates a priority of repairing the second segment. In addition, the second prioritization score is based on a second condition score of the second segment that is calculated using a second set of condition ratings assigned to structural elements included in the second segment. For example, Equation 2 might be applied to information associated with segment S**1**-T**2**-T**3**.

In step **406**, the first prioritization score is compared against the second prioritization score to determine that the priority of repairing the first segment is higher than the priority of repairing the second segment. As a result of the comparing, in step **408**, an overall prioritization score is assigned to the simple-span bridge that is equal to the first prioritization score of the first segment.

Referring now to FIG. **5**, a flow diagram **500** is depicted that illustrates steps taken in accordance with an embodiment of the present invention. For example, steps in FIG. **5** might be executed as part of a computer-implemented method. In addition, computer-readable media might store computer-executable instructions that, when executed, cause a computing device to perform the steps included in flow diagram **500**. The steps depicted in flow diagram **500** include a method of prioritizing repair of a simple-span bridge. When describing flow diagram **500**, reference is also made to FIGS. **1**A-**1**B.

Step **502** includes generating a condition score of a segment of the simple-span bridge based on a mathematical combination of condition ratings of bridge elements included in the segment. For example, a condition score C of the segment S**1**-T**1** might be calculated using a set of condition ratings assigned to structural elements included in the segment S**1**-T**1**.

At step **504** a load-rating score of the segment is generated based on an equipment score (e.g., LS_E) of a load case that is adjusted by a percentage of traffic associated with the load case.

Step **506** includes generating a segment prioritization score of the segment that indicates a priority of repairing the segment and that is based on a combination of the condition score and the load-rating score. For example, Equation 2 might be performed to generate a segment score of S**1**-T**1**. At step **508**, the segment prioritization score is stored in a data store.

Referring now to FIG. **6**, a flow diagram **600** is depicted that illustrates steps taken in accordance with an embodiment of the present invention. For example, steps in FIG. **6** might be executed as part of a computer-implemented method. In addition, computer-readable media might store computer-executable instructions that, when executed, cause a computing device to perform the steps included in flow diagram **600**. The steps depicted in flow diagram **600** include a method of prioritizing repair of a simple-span bridge. When describing flow diagram **600**, reference is also made to FIGS. **1**A-**1**B and FIG. **3**B.

Step **602** includes generating a first graphical user interface (e.g., **312**) element that depicts the simple-span bridge and that includes a first segment (e.g., **314**) having a first prioritization score and a second segment (e.g., **316**) having a second prioritization score. The first segment includes a first visual distinction and the second segment includes a second visual distinction. The visual distinctions provide a visual indication that a priority of repairing the first segment is higher than a priority of repairing the second segment. For example, segments **314** and **316** are shaded to include different patterns; however, other visual distinctions might also be used, such as color coding.

In step **604** an indication is received that the first segment was selected in a graphical user interface of the client device. For example, a user might select the first segment using a cursor, a touch surface, and the like.

In response to the indication that the first segment was selected, at step **606** a set of information is retrieved that is related to the first segment and that was used to calculate the first prioritization score. Moreover, in step **608** the set of information is provided to the client device to be presented in the graphical user interface.

Many different arrangements of the various components depicted, as well as components not shown, are possible without departing from the scope of the claims below. Embodiments of our technology have been described with the intent to be illustrative rather than restrictive. Alternative embodiments will become apparent to readers of this disclosure after and because of reading it. Alternative means of implementing the aforementioned can be completed without departing from the scope of the claims below. Certain features and subcombinations are of utility and may be employed without reference to other features and subcombinations and are contemplated within the scope of the claims.

The invention claimed is:

1. Non-transitory, computer-readable storage media storing computer-executable instructions that, when executed, cause a computing device to perform a method of prioritizing repair of a simple-span bridge, the method comprising:

generating a condition score of a segment of the simple-span bridge based on a mathematical combination of condition ratings of bridge elements included in the segment;

generating a load-rating score of the segment that is based on an equipment score of a load case that is adjusted by a percentage of traffic associated with the load case;

generating a segment prioritization score of the segment that indicates a priority of repairing the segment and that is based on a combination of the condition score and the load-rating score; and

storing the segment prioritization score in a data store.

2. The media of claim **1**, wherein the mathematical combination includes weighting each condition ratings to generate condition scores of each bridge element.

3. The media of claim **1**, wherein the condition score and the load-rating score are weighted when the segment prioritization score is generated.

4. The media of claim **1**, wherein the method further comprises generating a risk score of the segment and generating an importance score of the segment, and wherein the segment prioritization score is further comprised of the risk score of the segment and the importance score of the segment.

5. The media of claim **4**, wherein the risk score of the segment is based on one or more flags associated with the segment.

6. The media of claim **1**,

wherein the method further comprises comparing the segment prioritization score to another segment prioritization score of another segment of the simple-span bridge to determine that the priority of repairing the segment is greater than another priority of repairing the other segment, and

wherein the segment prioritization score is weighted higher than the other prioritization score, based on the priority being deemed greater, when determining a prioritization score of the simple-span bridge.

7. The media of claim **1**, wherein the condition ratings of bridge elements include a substructure condition rating of substructure included in the segment, a superstructure condition rating of superstructure included in the segment, a deck-structure condition rating of deck structure included in the segment, and a channel/waterway-structure condition rating of channel/waterway-structure included in the segment.

8. Non-transitory, computer-readable storage media storing computer-executable instructions that, when executed, cause a computing device to perform a method of prioritizing repair of a simple-span bridge, the method comprising:

generating a first prioritization score of a first segment of the simple-span bridge that indicates a priority of repairing the first segment and that is based on a first condition score of the first segment, wherein the first condition score is calculated using a first set of condition ratings assigned to structural elements included in the first segment;

generating a second prioritization score of a second segment of the simple-span bridge that indicates a priority of repairing the second segment and that is based on a second condition score of the second segment, wherein the second condition score is calculated using a second set of condition ratings assigned to structural elements included in the second segment;

comparing the first prioritization score to the second prioritization score to determine that the priority of repairing the first segment is higher than the priority of repairing the second segment; and

responsive to the comparing, assigning an overall prioritization score to the simple-span bridge that is equal to the first prioritization score of the first segment.

9. The media of claim **8**,

wherein the first set of condition ratings includes a first substructure condition rating of substructure included in the first segment, a first superstructure condition rating of superstructure included in the first segment, a first deck-structure condition rating of deck structure included in the first segment, and a first channel/waterway-structure condition rating of channel/waterway-structure included in the first segment, and

wherein the second combination of condition ratings includes a second substructure condition rating of substructure included in the second segment, a second superstructure condition rating of superstructure included in the second segment, a second deck-structure condition rating of deck structure included in the second segment, and a second channel/waterway-structure condition rating of channel/waterway-structure included in the second segment.

10. The media of claim **8**, wherein calculating a first condition score of the first segment includes weighting each of the conditions ratings included in the first set of condition ratings, and wherein calculating a second condition score of the second segment includes weighting each of the conditions ratings included in the second set of condition ratings.

11. The media of claim **8**, wherein calculating the first priority score includes:

determining that a condition rating included in the first set of condition ratings fails to satisfy a condition-rating threshold, and

increasing a weight of the condition rating used in calculating the first condition score.

12. The media of claim **8**,

wherein calculating the first prioritization score comprises combining the first condition score of the first segment with a first risk score of the first segment that is based on one or more flags associated with the first segment, scour associated with the first segment, structural redundancy associated with the first segment, vehicle collisions associated with the first segment, or a combination thereof, and

wherein calculating the second prioritization score comprises combining the second condition ratings of the second segment with a second risk score of the second segment that is based on one or more flags associated with the second segment, scour associated with the second segment, structural redundancy associated with the second segment, vehicle collisions associated with the second segment, or a combination thereof.

13. The media of claim **12**,

wherein the first prioritization score further comprises a first load-rating score of the first segment and first importance score of the first segment, and

wherein the second prioritization score further comprises a second load-rating score of the second segment and second importance score of the second segment.

14. The media of claim **13**, wherein the first condition score, the first risk score, the first load-rating score, and the first importance score are each weighted to generate the first prioritization score, and wherein the second condition score, the second risk score, the second load-rating score, and the second importance score are each weighted to generate the second prioritization score.

15. Non-transitory, computer-readable storage media storing computer-executable instructions that, when executed, cause a computing device to perform a method of prioritizing repair of a simple-span bridge, the method comprising:

generating a condition score of a segment of the simple-span bridge based on a mathematical combination of condition ratings of bridge elements included in the segment;

generating a load-rating score of the segment that is based on an equipment score of an equipment type that is adjusted by a percentage of traffic associated with the equipment type;

generating a risk score of the segment that is based on a flag associated with the segment;

generating an importance score of the segment that quantifies an importance associated with the segment;

generating a segment prioritization score of the segment that indicates a priority of repairing the segment and that is based on a combination of the condition score, the load-rating score, the risk score, and the importance score; and

storing the segment prioritization score in a data store.

16. The media of claim **15**, wherein the condition score, the load-rating score, the risk score, and the importance score are weighted in an algorithm used to generate the segment prioritization score.

17. The media of claim **14**,

wherein the method further comprises comparing the segment prioritization score to another segment prioritization score of another segment of the simple-span bridge to determine that the priority of repairing the segment is greater than another priority of repairing the other segment, and

wherein the segment prioritization score is weighted higher than the other prioritization score, based on the priority being deemed greater, when determining a prioritization score of the simple-span bridge.

18. The media of claim **14**, wherein the condition ratings of bridge elements include a substructure condition rating of substructure included in the segment, a superstructure condition rating of superstructure included in the segment, a deck-structure condition rating of deck structure included in the segment, and a channel/waterway-structure condition rating of channel/waterway-structure included in the segment.

19. Non-transitory, computer-readable storage media storing computer-executable instructions that, when executed, cause a computing device to perform a method of prioritizing repair of a simple-span bridge, the method comprising:

providing to a client device a graphical-user-interface element that depicts the simple-span bridge and that includes a first segment having a first prioritization score and a second segment having a second prioritization score, wherein the first segment includes a first visual distinction and the second segment includes a second visual distinction, which provides a visual indication that a priority of repairing the first segment is higher than a priority of repairing the second segment;

receiving an indication that the first segment was selected in a graphical user interface of the client device;

in response to the indication that the first segment was selected, retrieving a set of information that is related to the first segment and that was used to calculate the first prioritization score; and

providing the set of information that is related to the first segment to the client device to be presented in the graphical user interface.

20. The media of claim **19**, wherein the first visual distinction and the second visual distinction include a color-coding scheme to provide the visual indication.

21. The media of claim 19, wherein the method further comprises:

receiving an indication that the second segment was selected in the graphical user interface of the client device;

in response to the indication that the second segment was selected, retrieving a set of information that is related to the second segment and that was used to calculate the second prioritization score; and

providing the set of information that is related to the second segment to the client device to be presented in the graphical user interface.

22. The media of claim 19, wherein the set of information that is related to the first segment includes a condition score based on a mathematical combination of condition ratings of bridge elements included in the first segment.

23. The media of claim 19, wherein the set of information that is related to the first segment includes a load-rating score of the first segment that is based on an equipment score of a load case that is adjusted by a percentage of traffic associated with the load case.

24. The media of claim 19, wherein the set of information that is related to the first segment includes a risk score of the first segment that is based a flag associated with the first segment.

25. The media of claim 19, wherein the set of information that is related to the first segment includes an importance score of the first segment that is based on ridership, availability of alternative transportation services, network importance, or a combination thereof.

* * * * *